had won some fame as a first-rate fighting sailor of the dashing species. He was of the "well done, Condor" type. But not even to-day would the majority of naval officers rate his judgment as equal to that of Jellicoe, who had only just been brought in because his predecessor was not successful in his anti-submarine measures. Jellicoe had to be given a fair trial. I decided that it was worth spending some time and patience in winning over Jellicoe to the views held by Mr. Bonar Law, the Shipping Controller, Sir Maurice Hankey, and myself. We could not take too long over the process, for our ships were being destroyed at an alarming rate.

I urged the First Lord of the Admiralty, Sir Edward Carson, to insist on the convoy system being tried. Personally he favoured a trial being made, but told me he had no official support from any quarter in his department. The experts were unanimously and stubbornly opposed to the experiment*

It was the same old story. Official self-esteem and reputation were involved. The experienced and distinguished sailors had committed themselves to a definite and unqualified opinion, not only in their own special sphere of influence, but outside to all sorts of civilians, shippers, statesmen, and others. They had delivered to each and all their "considered opinion" that convoying was impracticable and dangerous to convoyers and convoyed alike. Why

waste time on ridiculous and risky experiments ?

Sir John Jellicoe and Admiral Oliver were both able men with an unparalleled know-

Sir Edward ledge of the technique of their profession.

Carson *handicapped* They were both men whose caution and prudence gave their judgment weight.

To quote the Welsh version of a well-known text,